

LIGHTS ON THE EAST COAST OF ENGLAND.

Trinity-House, 10th Jan. 1837.

IN pursuance of the intention expressed in the notice from this house, dated the 16th of December, *Floating Light-vessels* have been moored in the following situations, and with the marks and compass bearings hereunder given, viz. :—

St. Nicholas Gatt, in six fathoms low-water spring-tides.	
St. Nicholas Buoy, bearing	S.E. $\frac{1}{2}$ S.
Gorleston South Mill in line with the South Pier of Yarmouth Harbour	W. by N. $\frac{1}{4}$ N.
Yarmouth Church Tower, its apparent width open Northward of Yarmouth Jetty	N. by W. $\frac{1}{4}$ W.
Kettle Bottom Buoy	N.N.E. $\frac{1}{2}$ E.
Inner Cross Sand and Cross Sand Buoy, in line	S. by E. $\frac{3}{4}$ E.
N.W. Corton Spit Buoy	S. $\frac{1}{2}$ E.
N.W. Corton Buoy	S. $\frac{1}{2}$ W.
N.E. end of the Shipwash Sand, in four fathoms and three-quarters.	
*The N. E. Shipwash Buoy, bearing	S.W.
N.E. Baudsey Buoy	W. by N. $\frac{3}{4}$ N.
Orfordness High Lighthouse	N. $\frac{1}{2}$ W.
Western End of the Swin Middle Sand, in four fathoms.	
The Middle Buoy, bearing	E. by S. $\frac{3}{4}$ S.
Sheers Beacon	S.W. $\frac{1}{4}$ W. Westerly
Whitaker Beacon	N. $\frac{1}{4}$ E.
Whitaker Buoy	N.E. $\frac{3}{4}$ N.
North Hook Middle Buoy	E. by N. $\frac{1}{2}$ N.

Masters of vessels, pilots, and others, are to observe that the light is exhibited at each of these stations by a single lantern, elevated thirty-six feet above the water, and that during the day each vessel is distinguished by a red ball at the masthead, which, in the event of her driving from the proper station, will be taken down.

The vessels are painted red, and the stations marked in large letters on their sides.

By order, J. HERBERT, Secretary.

YARMOUTH ROADS.

To the Editor of the *Nautical Magazine*.

H.M.S. Fairy, Woolwich, January 18th, 1837.

SIR,—The *Nautical Magazine* being a medium through which much valuable hydrographical information is conveyed to the public, I shall offer no apology for forwarding you a few remarks on the past and present condition of the navigation of Yarmouth Roads.

The value of Yarmouth roads as a rendezvous and general anchorage is well known to the nautical world, especially to that portion of

* *Note*.—The buoy at the north-east end of the Shipwash Sand is ordered to be taken away; and the buoy at the south-west end of that sand will be distinguished by a staff and ball.

it engaged in the coasting, colliery, and Baltic trades, inasmuch as these roads form the high road (as it were) for all vessels employed in those trades, and afford them ample and secure anchorage when bound to the southward against prevailing S.W. gales, or to the northward against N.E. gales.

The whole space from Lowestoft-ness (the most easterly projection of Great Britain) to Caiston, northwards, forms one continuous line of anchorage, of twelve miles in length, and on the average about one mile in breadth, and is capable of containing several hundreds of vessels; indeed, I have seen, on many occasions, more than seven hundred, of all sizes and descriptions, riding here in perfect security, under the circumstances mentioned above; and when let loose by a cessation or sudden shift of wind, their simultaneous exertions, to take advantage of the change in their favour, the sudden display of so much canvass, and the exercise of their utmost skill in manœuvring through the narrow channels, to gain sea room, altogether form one of the most imposing and interesting spectacles to be seen afloat, and perhaps a similar exhibition is not to be witnessed elsewhere.

Yarmouth Roads formed also, in time of war, the principal place of rendezvous of our north sea fleet, not only for shelter, but the obtaining of supplies of every description. As it is evident, therefore, on these accounts, that this anchorage is of essential importance to the maritime interests of this country, so every change in its condition becomes as deeply interesting and important.

There have always been considered two principal channels or gateways into Yarmouth roads—one at the northern extreme, called the Cockle gateway, or between the Cockle and Barber sands on the one side, and the Sea Heads and Scroby on the other side; and the other called St. Nicolas gateway, leading in from the S.E. between the Corton sand on the one side, and the Kettle Bottom on the other. This latter was always used by the north sea fleet, and is still preferred by the larger class of merchant-vessels, and some deep laden colliers, to a secondary channel existing at the southern extreme of the roads; and it is to this principal channel into Yarmouth roads that I am anxious, in this communication, to draw the attention of my fellow seamen frequenting the eastern coast, and which I shall endeavour to do by an introductory remark or two.

The various banks which give protection to Yarmouth roads, and, I may add, to the town of Great Yarmouth itself and neighbourhood, being purely composed of sand, are, like all other districts similarly formed, liable to change, and by lapse of time to exhibit features and delineations very different to those they formerly assumed. A lapse of very few years has for example shut up the Stanford channel and opened an inshore one, superior in many respects to the former, and this new channel is still improving, as the state of the old Stanford channel is becoming worse. The face of the Corton sand is very different to what it was nine or ten years since, and the same of the Scroby (both of which banks form the principal defence of the whole line of anchorage,) as the places where these banks, formerly dried, are now several feet below the surface of the water, and dry spots are now shewing themselves where several feet of water formerly existed. The neighbourhood of the St. Nicolas gateway, we might reasonably infer, would

partake of these natural alterations, but a recent re-examination has shewn that a disruption has taken place among the banks in its vicinity to such an extent as to make it a matter of great probability, that a few more years will make this important channel into Yarmouth roads very different to what it has been of late years. Towards the close of the late war, St. Nicholas gateway occasioned much anxiety by its frequent fluctuations, at one period being in a tolerably good state, while at others there was scarcely sufficient depth of water for the large class of line-of-battle ships to sail in; but since the peace its general condition, as to depth, has been better, and, although at the present time a ship sailing in can command upwards of thirty feet depth of water into the roads, yet, since my survey, published by the Admiralty, in 1827, the channel has been narrowed from five to little more than three cables' length, by the advance of the Corton and Kettle Bottom towards each other, taking the four fathoms' edge as the boundary line.

By a reference to the publication above alluded to, it will be seen that the *Scroby*, *Kettle Bottom*, and *St. Nicolas* banks formed one continued line of danger, with the exception of a dip in the ridge connecting the *Scroby* and *Kettle Bottom*, locally known by the name of "*Fishermen's gateway*," and over which part there was a depth of thirteen feet; whether from the closing up of the *Stanford* channel, combined with the narrowing of the old *St. Nicolas's* gateway, some portion of the strength of the flood-stream may have been diverted to operate upon these parts, or from other causes, difficult, perhaps, to discover, the ridge itself, together with the northern extreme of the *Kettle Bottom* have now wholly disappeared, and on the spot where there were formerly but four feet water, we now find sixty-five feet. The dismemberment of the *Scroby* and *Kettle Bottom* is complete—the southern tail of the former bank has turned off in the S.E. direction, presenting to the navigator a new gateway of four and half cables' length wide, and through which he can carry a depth of water of not less than forty feet.

From the circumstance of the north end of the *Kettle Bottom* having gone away, and also its S.E. extreme, formerly called *St. Nicolas Sand*, but of which nothing now exists deserving an exclusive name; the *Kettle Bottom* remains but a comparatively small and detached bank in the middle of a large gateway composed of the old *St. Nicolas* gateway, and the new one I have now called attention to.

Unprotected as that part of Yarmouth roads is by any exterior bank, (such as the *Cross Sand*,) it will readily be perceived that by the removal of so vast a body of sand, and the opening of a wide and deep channel in the southerly and S.E. direction, it cannot be deemed so secure as formerly in gales from those quarters; indeed it has been a subject of remark for some years past, that the anchorage between *Gorlstone* and Yarmouth is considerably more agitated in on-shore gales than formerly, but the true cause does not appear to have been hitherto understood. It therefore behoves the masters of all vessels to be cautious how they persevere in maintaining their positions within those limits in winds from between the south and east.

Should the *Kettle Bottom* ultimately disappear, and which, from its diminished capacity within the last ten years, there is every reason to

believe a possible, if not a probable, occurrence, conjecture may be indulged in as to what may be the effect produced upon the coast line in the neighbourhood of the town of Yarmouth, from the additional exposure to which it will then be subjected. Borough Castle, situated at the head of Breydon Broad, and nothing pertaining to which remains except the ditches and ruins of the walls by which it was surrounded, is now nearly three miles from the sea coast, of which it was formerly a defence. The site of Great Yarmouth is, therefore, of comparatively modern date, and the spot, within its walls (Fuller's Hill) which was the first to rear its head above the level of the German ocean, is still well known and pointed out. In still later times, the higher parts of the Scroby was a "*green isle*," whereas, at present, its highest part is barely level with low water.

From all these circumstances it is evident that revolutions in sandy navigations, such as that of Yarmouth roads, are continually going on, and though slow and gradual in their operations, so as to escape the observation or particular remark of the ordinary run of sailors, are, nevertheless, not the less certain, and can be best understood by the comparison of plans and observations which have a lapse of a certain number of years between them.

If these few remarks and hints on the present state of Yarmouth roads, prove in any degree interesting or useful to those for whom they are intended, the object will be fully answered, of, sir,

Your very obedient, humble servant,
WILLIAM HEWETT, Captain.

Naval Chronicle.

THE VESSELS IN THE ICE.—Since our last, the following official notice has been given respecting these vessels.

"Treasury Chambers, Jan. 14th, 1836.

"SIR,—I am commanded by the Lords Commissioners of his Majesty's Treasury to acquaint you, that they have had under their consideration the memorials of several persons, praying the assistance of his Majesty's government to the crews of vessels that have not returned from the whale-fishery, and that my Lords, having communicated with the Lords of the Admiralty on the subject, have decided to grant the following bounty :—

"My Lords will be prepared to pay the sum of £300 to each of the first five vessels which may sail from any port in England or Scotland before the 5th of February, carrying an extra quantity of provisions, provided they shew by their log that they make the best of their way across the Atlantic, and that they reach the edge of the ice to the southward of 55° lat.

"My Lords are willing, on the part of the government, to defray twice the value of any provisions supplied to any of the distressed ships which, after having escaped from the ice, may be met with on their passage home, and the wages of any men put on board of them for the purpose of navigating them home.

"Further, my Lords will give a bounty of £500 for each of the distressed vessels, the crew of which is relieved while struggling